



**OFFICE OF  
AVIATION POLICY AND PLANS**

**AVIATION  
INDUSTRY  
OVERVIEW**

**FISCAL YEAR 2000**

**MARCH 2001**

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# AVIATION INDUSTRY OVERVIEW

## FISCAL YEAR 2000

### U.S. ECONOMIC OUTLOOK

- Gross Domestic Product (GDP): U.S. GDP increased by 5.4 percent during FY 2000 continuing the longest post-war economic expansion. Based on OMB's latest economic projections (January 2001), the U.S. economy is expected to grow at a rate of 2.7 percent during FY 2001. (See page 4.)
- Price Indices: Consumer prices rose at a 3.2 percent pace through FY 2000 and are projected by OMB to rise by 2.9 percent in FY 2001. Fuel prices increased 29.5 percent over the past fiscal year, but are expected to decrease by 5.0 percent this fiscal year. (See page 4.)

### AIR CARRIER TRAFFIC/CAPACITY

- Air carrier traffic, as measured by passenger enplanements, increased 4.5 percent during FY 2000. Domestic passengers were up 4.6 percent, while international passengers were up 2.8 percent. Scheduled international passenger traffic to Atlantic and Latin America destinations was up 9.4 and 2.7 percent, respectively. Travel to Pacific markets declined 8.9 percent. (See page 5.)
- Air carrier departures increased 2.8 percent FY 2000. Domestic operations were up 2.8 percent and international operations were up 2.4 percent. (See page 5.)

### AIR CARRIER FINANCIAL

- Profit/Loss: Commercial airlines recorded an operating profit of over \$7.9 billion during FY 2000. The eighth consecutive year of profitable operations. For the 68 reporting carriers, operating revenues and expenses were up 9.9 and 11.5 percent, respectively. (See page 7, with individual carrier detail on pages 20-23.)
- Yields/Fares: Passenger yields (revenue received per passenger mile) for the 40 reporting carriers increased 1.8 percent during FY-2000 to 13.3 cents. The break-even yield for the reporting carriers was 12.3 cents during the same period. (See pages 24-25 for individual carrier detail.)
- Jet Fuel Prices: The price for air carrier jet fuel averaged 73.6 cents per gallon during FY 2000, an increase of 48.1 percent from the average price of jet fuel during FY 1999. Domestically, air carrier jet fuel prices increased 47.4 percent, while internationally jet fuel prices were up 49.9 percent. Overall, air carrier jet fuel consumption increased 3.7 percent in domestic markets and 4.7 percent in international markets during FY 2000. (See page 26.)

### AIRCRAFT ORDERS AND DELIVERIES/SHIPMENTS

- Commercial Aircraft (Including Regional Jets): Air carrier aircraft orders increased 38.3 percent while deliveries were down 2.9 percent during FY 2000. Regional jets accounted for 37.8 percent of orders and 24.4 percent of deliveries in FY 2000. Foreign manufacturers accounted for 63.8 percent of aircraft orders and 53.6 percent of aircraft deliveries. Excluding regional jets, foreign manufacturers accounted for 41.8 percent of aircraft orders and 38.7 percent of aircraft deliveries. (See page 8.)
- General Aviation: General aviation aircraft shipments were up for the sixth consecutive year, increasing 15.1 percent during FY 2000. General aviation manufacturers established a new record high in billings in FY 2000, up 12.0 percent to \$8.4 billion. Turbojet aircraft showed the largest increase in deliveries, up 17.6 percent. During the same FY 2000 period, 21.8 percent of total shipments were in the export trade, up from 19.3 percent during FY 1999. (See page 9.)

# AVIATION INDUSTRY OVERVIEW (CONT'D)

## FISCAL YEAR 2000

### FAA WORKLOAD MEASURES

- FAA Workload: Operations at combined FAA/contract towered airports totaled 68.7 million during FY 2000, 0.9 percent over recorded activity levels in the same FY 1999 period. Commercial activity (air carrier and air taxi/commuter operations) increased 3.0 percent at towered airports, while general aviation and military activity decreased 0.3 and 1.0 percent respectively. Activity at FAA en route centers increased 3.1 percent during the same time period, with the number of commercial aircraft handled up 4.1 and general aviation aircraft handled down 0.7 percent. (See page 11.)
- Individual Hub Activity: Air carrier activity at fifty-three of the largest U.S. airports was up 2.6 percent during FY 2000. Atlanta (893,738 operations) was the largest U.S. hub in terms of commercial operations during this period, followed by Chicago O'Hare (877,942), and Dallas/Fort Worth (828,003). San Juan (up 19.0 percent), Raleigh/Durham (up 14.5 percent), and John Wayne (up 10.9 percent) recorded the largest percentage growth. Long Beach (down 13.6 percent), Burbank (down 10.6 percent), and Oakland (down 10.5 percent), recorded the largest percentage declines. (See pages 13-14.)

<b>NOTE: UNLESS SPECIFICALLY NOTED OTHERWISE IN THE TEXT, ALL COMPARISONS ARE FY 2000 TO FY 1999.</b>
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# US ECONOMIC OUTLOOK

## FISCAL YEAR 2000

	<u>FY 2000</u>	<u>FY 2001</u>
	(%)	(%)
<b><u>GDP Growth Rate</u></b>		
OMB (1/01)	5.4	2.7
WEFA, Inc. (3/01)	5.4	2.2
DRI/McGraw Hill (3/01)	5.4	2.1
<b><u>Consumer Price Index</u></b>		
OMB (1/01)	3.2	2.9
WEFA, Inc. (3/01)	3.2	3.1
DRI/McGraw Hill (3/01)	3.2	3.0
<b><u>Gasoline &amp; Oil Price Index</u></b>		
OMB (1/01)	29.5	(5.0)
WEFA, Inc. (3/01)	29.5	1.1
DRI/McGraw Hill (3/01)	29.5	3.4

Gross Domestic Product (GDP): Using Bureau of Economic Analysis chain-weighted GDP estimates, the U.S. economy grew at an annual rate of 5.4 percent during FY 2000 compared to a rate of 4.1 percent during FY 1999. The latest OMB estimate (January 2001) projects GDP growth of 2.7 percent for FY 2001.

Prices: Consumer prices as measured for all urban consumers (CPI-U) increased at an annual rate of 3.2 percent in FY 2000. In FY 1999, prices rose by 1.9 percent. OMB projects a 2.9 percent rise in price level for FY 2001. Fuel prices, as measured by the oil and gasoline price index, increased 29.5 percent during FY 2000, compared to a 0.9 percent decrease during FY 1999. OMB estimates fuel prices to decrease 5.0 percent during FY 2001.

# PASSENGER ENPLANEMENTS AND AIRCRAFT DEPARTURES ALL CARRIERS--SCHEDULED AND CHARTER SERVICES

## FISCAL YEAR 2000

### Passenger Enplanements

	<u>Domestic</u> <u>(000)</u>	<u>International</u> <u>(000)</u>	<u>Total</u> <u>(000)</u>	<u>% Change from FY 1999</u>		
				<u>Domestic</u> <u>(%)</u>	<u>International</u> <u>(%)</u>	<u>Total</u> <u>(%)</u>
First Quarter	146,695	13,360	160,055	4.0	0.4	3.7
Second Quarter	142,305	13,647	155,952	4.9	(2.9)	4.1
Third Quarter	160,127	15,541	175,667	5.8	7.4	6.0
July	57,363	5,910	63,273	3.7	6.0	3.9
August	56,171	5,931	62,102	4.2	6.7	4.4
September	47,383	4,839	52,222	3.2	4.1	3.3
Fourth Quarter	160,917	16,680	177,597	3.7	5.7	3.9
<b>FY 2000</b>	610,044	59,228	669,273	4.6	2.8	4.5

### Aircraft Departures

	<u>Domestic</u> <u>(000)</u>	<u>International</u> <u>(000)</u>	<u>Total</u> <u>(000)</u>	<u>% Change from FY 1999</u>		
				<u>Domestic</u> <u>(%)</u>	<u>International</u> <u>(%)</u>	<u>Total</u> <u>(%)</u>
First Quarter	2,143.9	144.4	2,288.3	2.0	3.5	2.1
Second Quarter	2,125.2	143.9	2,269.1	4.8	2.7	4.7
Third Quarter	2,150.0	148.6	2,298.6	1.8	(1.4)	1.6
July	753.3	51.8	805.1	2.7	2.4	2.7
August	769.1	53.2	822.3	3.3	5.5	3.4
September	707.6	49.9	757.5	2.2	7.5	2.5
Fourth Quarter	2,230.1	154.9	2,385.0	2.7	5.1	2.9
<b>FY 2000</b>	8,649.1	591.8	9,240.9	2.8	2.4	2.8

Air carrier passenger enplanements increased 4.5 percent during FY 2000, with domestic enplanements up 4.6 percent and international enplanements up 2.8 percent.

Air carrier aircraft departures increased 2.8 percent during FY 2000, with domestic markets up 2.8 percent and international markets up 2.4 percent.

# TRAFFIC AND SEAT CAPACITY (51 CARRIERS)

## FISCAL YEAR 2000

	<u>ASMs</u> (mil)	<u>RPMs</u> (mil)	<u>LF</u> (%)	<u>Change from FY 1999</u>		
				<u>ASMs</u> (%)	<u>RPMs</u> (%)	<u>LF</u> (pts)
Majors 1/	896,340.5	650,124.3	72.5	4.0	5.9	1.3
Nationals 2/	68,009.3	45,574.9	67.0	21.6	22.3	0.4
Large/Medium Regionals 3/	7,837.4	4,960.7	63.3	52.1	49.7	(1.0)
Selected Regionals/ Commuters 4/	6,397.1	3,527.5	55.1	12.4	14.0	0.8
<b>TOTAL</b>	<b>978,584.3</b>	<b>704,187.4</b>	<b>72.0</b>	<b>5.4</b>	<b>7.1</b>	<b>1.1</b>

**Fifty-one U.S. Air Carriers** reported a traffic increase of 7.1 percent during FY 2000. Seat miles increased 5.4 percent during the same time period. The load factor for FY 2000 was 72.0 percent, 1.1 percentage points higher than in FY 1999.

**Twelve Majors** reported traffic increases of 5.9 percent during FY 2000. Capacity increased by 4.0 percent, the result being a load factor of 72.5 percent, up 1.3 percentage points over FY 1999.

**Twenty-five Nationals** reported traffic and capacity increases of 22.3 and 21.6 percent, respectively, during FY 2000. The Nationals' load factor increased 0.4 percentage points to 67.0 percent.

**Ten Large/Medium Regionals** reported a traffic increase of 49.7 percent and a capacity increase of 52.1 percent during FY 2000. The load factor for these carriers decreased 1.0 percentage point to 63.3 percent.

**Four Regional/Commuter** carriers' traffic and capacity increased by 14.0 and 12.4 percent respectively during FY 2000. The load factor increased 0.8 points to 55.1 percent.

1/ See page 16 for individual carrier detail.

2/ See page 17 for individual carrier detail.

3/ See page 18 for individual carrier detail.

4/ See page 19 for individual carrier detail.

## FINANCIAL RESULTS (68 CARRIERS)

### FISCAL YEAR 2000

	Change from FY 1999					
	<u>OPERATING REVENUES</u>	<u>OPERATING EXPENSES</u>	<u>PROFIT/ (LOSS)</u>	<u>OPERATING REVENUES</u>	<u>OPERATING EXPENSES</u>	<u>PROFIT/ (LOSS)</u>
	(\$Mil)	(\$Mil)	(\$Mil)	(%)	(%)	(\$Mil)
Majors 1/	114,970.3	107,628.2	7,342.1	9.3	10.7	(558.8)
Nationals 2/	11,250.3	10,730.6	519.6	15.2	19.8	(286.9)
Large/Medium Regionals 3/	812.3	839.5	(27.2)	7.5	14.3	(48.5)
Selected Regionals/ Commuters 4/	1,250.9	1,103.0	147.9	16.8	19.1	2.5
TOTAL	128,283.8	120,301.3	7,982.4	9.9	11.5	(891.6)

**Sixty-eight Reporting Carriers** had an operating profit of \$8.0 billion during FY 2000. This represents a \$0.9 billion drop in profits from FY 1999. Operating expenses increased by 11.5 percent, while revenues increased by 9.9 percent.

**Fifteen Majors** posted an operating profit of just over \$7.3 billion, almost \$0.6 billion less than the profits reported in FY 1999. Operating revenues were up 9.3 percent, while operating expenses increased 10.7 percent.

**Thirty-four Nationals** posted an operating profit of \$519.6 million, a \$286.9 million decline from FY 1999. Operating revenues increased 15.2 percent, and expenses increased 19.8 percent.

**Fifteen Large/Medium Regionals** reported an operating loss of \$27.2 million, a decline of \$48.5 million over FY 1999. The Regionals' operating revenues increased by 7.5 percent, while operating expenses increased by 14.3 percent.

**Four Selected Regionals/Commuters** earned an operating profit of \$147.9 million, representing a \$2.5 million increase over FY 1999. Operating revenues and expenses increased 16.8 and 19.1 percent respectively.

**Passenger Yields 5/** for forty reporting carriers increased 1.8 percent during FY 2000, from 13.13 cents to 13.37 cents. Break-even yield for FY 2000 was 12.25 cents, up from 11.78 cents for FY 1999.

1/ See page 20 for individual carrier detail.

2/ See page 21 for individual carrier detail.

3/ See page 22 for individual carrier detail.

4/ See page 23 for individual carrier detail.

5/ See pages 24-25 for individual carrier yield data.



# AIR CARRIER AIRCRAFT ORDERS AND DELIVERIES

## FISCAL YEAR 2000

	<u>ORDERS</u>		<u>DELIVERIES</u>	
	<u>Number</u>	<u>% Change from FY 1999</u>	<u>Number</u>	<u>% Change from FY 1999</u>
<b>NARROWBODY</b>				
2-Engine	947	45.5	606	(5.6)
3-Engine	-	-	-	-
4-Engine	<u>19</u>	<u>375.0</u>	<u>17</u>	<u>(32.0)</u>
Total Narrowbody	966	45.5	623	(6.6)
<b>WIDEBODY</b>				
2-Engine	162	153.1	145	(20.3)
3-Engine	-	-	6	(40.0)
4-Engine	<u>36</u>	<u>(56.6)</u>	<u>48</u>	<u>(39.2)</u>
Total Widebody	198	34.7	199	(26.6)
<b>Total Orders/Deliveries (Excluding Regional Jets)</b>	1,164	43.5	822	(12.4)
<b>Foreign Manufacturers</b>	486	0.0	318	2.6
<b>Foreign Share</b>	41.8%	(18.2) Points	38.7%	5.6 Points
<b>REGIONAL JETS</b>				
RJ-100	260	26.8	88	2.3
EMB-145	351	74.6	144	61.8
DO -328	<u>96</u>	<u>(29.4)</u>	<u>33</u>	<u>371.4</u>
Total Regional Jets	707	30.4	265	45.6
<b>Total Orders/Deliveries (Including Regional Jets)</b>	1,871	38.3	1,087	(2.9)
<b>Foreign Manufacturers</b>	1,193	16.1	583	18.5
<b>Foreign Share</b>	63.8%	(12.2) Points	53.6%	9.7 Points

Commercial air carrier jet aircraft orders, including regional jets, totaled 1,871 during FY 2000, a 38.3 percent increase from the same FY 1999 period. Foreign manufacturers' orders comprised 63.8 percent of the commercial aircraft market, down 12.2 points from FY 1999. Excluding regional jets, air carrier jet aircraft orders totaled 1,164 during FY 2000, a 43.5 percent increase from FY 1999. Foreign manufacturers of aircraft, excluding regional jets, comprised 41.8 percent of the commercial aircraft market, down 18.2 points over FY 1999.

Commercial air carrier jet deliveries, including regional jets, totaled 1,087 during FY 2000, down 2.9 percent from the same FY 1999 period. Foreign manufacturers accounted for 53.6 percent of all deliveries, an increase of 9.7 points over FY 1999. Excluding regional jets, air carrier jet aircraft deliveries totaled 822 during FY 2000, a 12.4 percent decrease over the same FY 1999 period. Foreign manufacturers of aircraft, excluding regional jets, comprised 38.7 percent of the commercial aircraft market, a 5.6 point increase over FY 1999.

## GENERAL AVIATION AIRCRAFT SHIPMENTS

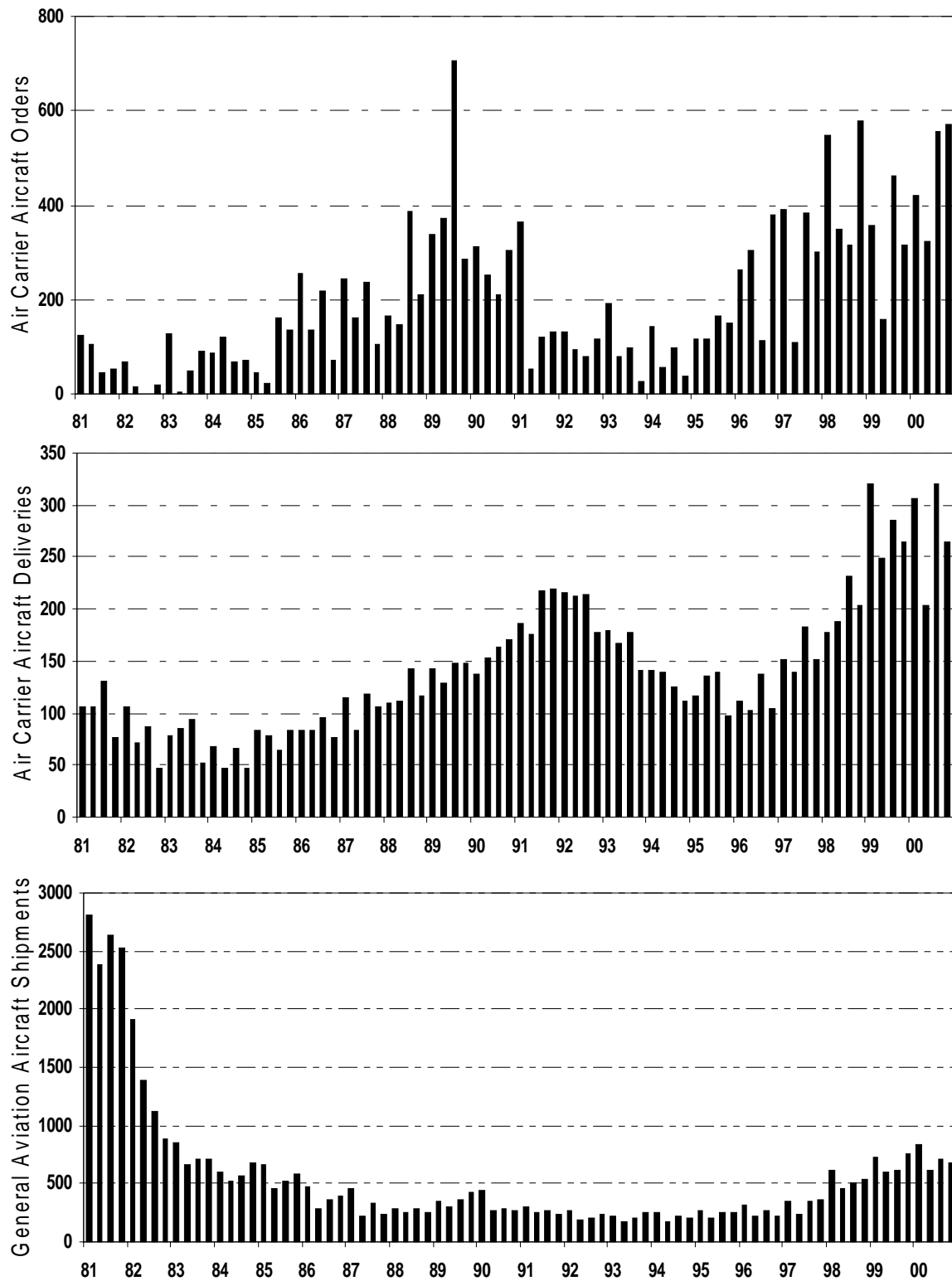
### FISCAL YEAR 2000

	<u>Number of Shipments</u>	<u>% Change from FY 1999</u>
PISTON	1,910	16.0
TURBOPROP	301	5.6
JET	<u>574</u>	<u>17.6</u>
<b>TOTAL</b>	<b>2,785</b>	<b>15.1</b>

General aviation aircraft shipments increased 15.1 percent during FY 2000, totaling 2,785 units compared to 2,420 units shipped during FY 1999. Billings increased 12.0 percent, totaling \$8.4 billion compared to \$7.5 billion during FY 1999.

Export shipments rose 5.0 percent, from 578 to 607 during FY 2000. Export billings totaled \$2.1 billion during FY 2000, down slightly from \$2.4 billion in FY 1999. In FY 2000, 21.8 percent of total shipments and 25.7 percent of total billings were in export trade. During the same FY 1999 period, 19.3 percent of total shipments and 24.2 percent of total billings were in export trade.

# AIR CARRIER & GENERAL AVIATION AIRCRAFT ORDERS AND DELIVERIES BY QUARTER



# FAA WORKLOAD MEASURES

## FISCAL YEAR 2000

			<u>% Change from FY 1999</u>	
	<u>FAA</u>	<u>Combined/FAA</u>	<u>FAA</u>	<u>Combined/FAA</u>
	<u>Facilities</u>	<u>Contract Facilities</u>	<u>Facilities</u>	<u>Contract Facilities</u>
	<u>(000)</u>	<u>(000)</u>	<u>(%)</u>	<u>(%)</u>
<b>Tower Operations</b>				
Air Carrier	14,921.1	15,158.7	3.5	4.0
Commuter/Air Taxi	9,217.1	10,763.0	(1.1)	1.8
General Aviation	26,985.8	39,879.5	(7.3)	(0.3)
Military	<u>2,064.5</u>	<u>2,920.9</u>	<u>(5.4)</u>	<u>(1.0)</u>
Total	53,188.5	68,722.1	(3.4)	0.9
<b>Instrument Operations</b>				
Air Carrier	16,408.8	16,534.8	4.2	4.4
Commuter/Air Taxi	11,245.5	11,626.5	(0.2)	0.3
General Aviation	20,945.7	21,223.2	1.5	1.6
Military	<u>3,468.7</u>	<u>3,529.9</u>	<u>0.4</u>	<u>0.5</u>
Total	52,068.7	52,914.3	1.9	2.1
<b>Center Operations</b>				
Air Carrier	24,987.0		3.9	
Commuter/Air Taxi	8,100.9		4.8	
General Aviation	8,744.3		(0.7)	
Military	<u>4,192.5</u>		<u>3.0</u>	
Total	46,024.8		3.1	
<b>Flight Services</b>				
Total	30,138.9		(7.0)	

*Since 1994, a total of 136 FAA towers (22 during FY 2000) have been converted to contract tower status. Additionally, 35 towered airports (5 during FY 2000) were brought into the contract tower program. The removal of these airports from FAA air traffic counts makes comparisons to previous year's activity levels difficult. To overcome these discontinuities, the FAA is reporting air traffic activity at FAA and contract tower facilities on both an individual as well as a combined basis. Activity at FAA Air Route Traffic Control Centers is not affected by the tower conversions.*

Aircraft activity at combined FAA/contract towered airports increased 0.9 percent from levels recorded during FY 1999. Tower operations increased 4.0 percent in the air carrier category, and 1.8 percent in the commuter/air taxi category. General aviation and military aircraft tower operations at combined FAA/contract towered airports decreased 0.3 and 1.0 percent, respectively, from operations recorded during FY 1999.

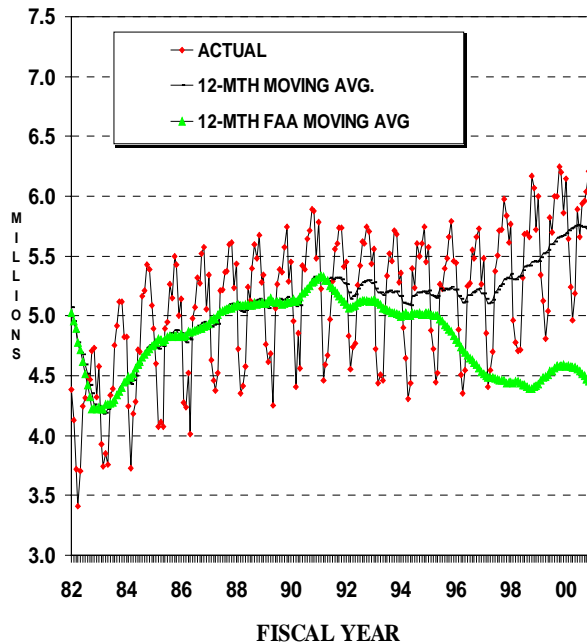
Instrument operations at combined FAA/contract towers totaled 52.9 million in FY 2000, up 2.1 percent over the same FY 1999 period. All aircraft categories showed increases, with air carrier and general aviation aircraft activity levels showing higher increases at 4.4 and 1.6 percent, respectively, while commuter/air taxi and military activity levels increased 0.3 and 0.5 percent, respectively. Commercial (sum of air carrier and commuter/air taxi) instrument operations were up 2.7 percent for FY 2000.

Aircraft handled by FAA Centers increased 3.1 percent during FY 2000--with the greatest increases in air carrier and commuter/air taxi aircraft handled, up 3.9 and 4.8 percent respectively. Military aircraft handled increased 3.0 percent, and the number of general aviation aircraft handled showed a slight decrease of 0.7 percent.

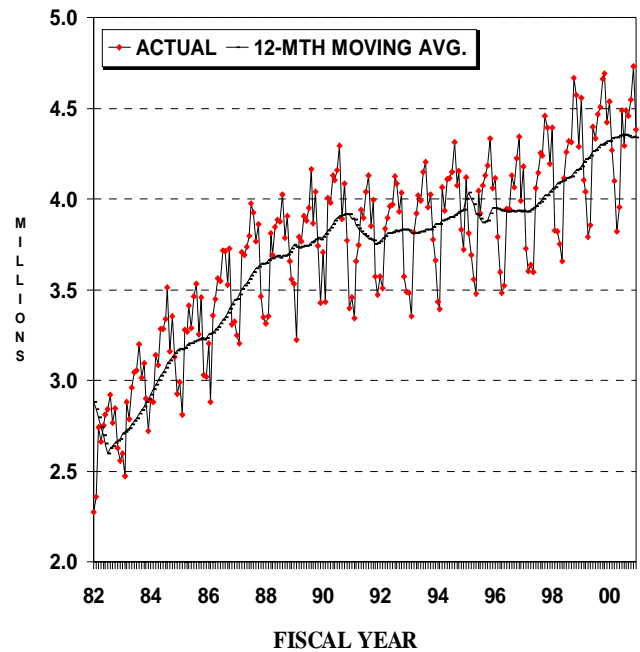
Total services at FAA Flight Service Stations totaled 30.1 million during FY 2000, down 7.0 percent over the same FY 1999 period.

# FAA WORKLOAD TRENDS

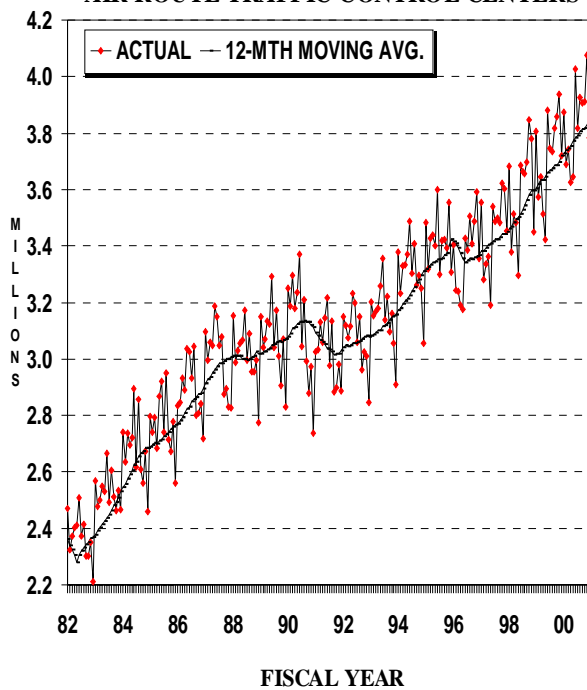
COMBINED AIRCRAFT OPERATIONS AT  
FAA AND CONTRACT TOWER AIRPORTS



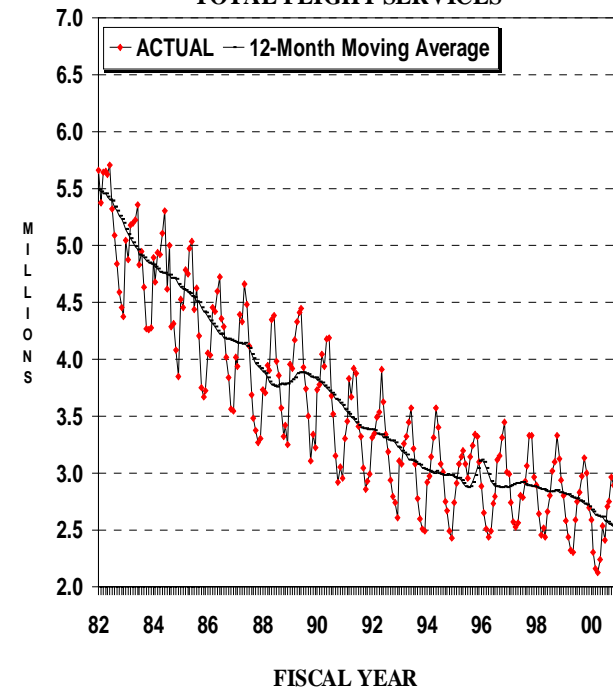
COMBINED INSTRUMENT OPERATIONS AT  
FAA AND CONTRACT TOWER AIRPORTS



AIRCRAFT HANDLED AT FAA  
AIR ROUTE TRAFFIC CONTROL CENTERS



TOTAL FLIGHT SERVICES



# COMMERCIAL OPERATIONS AT SELECTED U.S. HUBS/1

## FISCAL YEAR 2000

<u>U.S. Hub Airport</u>	<u>Hub Code</u>	<u>FY 2000 Commercial Operations</u>	<u>FY 1999 Commercial Operations</u>	<u>% Change from FY 1999</u>
Albuquerque	ABQ	115,133	112,519	2.3
Atlanta	ATL	893,738	886,886	3.1
Boston	BOS	475,608	469,214	1.4
Charlotte	CLT	399,900	382,924	4.4
Chicago		<u>1,101,501</u>	<u>1,069,529</u>	<u>3.0</u>
Midway	MDW	223,559	202,283	10.5
O'Hare	ORD	877,942	867,246	1.2
Cincinnati	CVG	451,581	437,321	3.3
Cleveland	CLE	305,352	282,283	8.2
Dallas/Fort Worth		<u>984,506</u>	<u>949,744</u>	<u>3.7</u>
Dallas/Ft. Worth Int'l.	DFW	828,003	808,213	2.5
Dallas Love Field	DAL	156,503	141,531	10.6
Dayton	DAY	102,838	102,739	0.1
Denver	DEN	504,454	475,708	6.0
Detroit	DTW	490,371	485,943	0.9
Hartford	BDL	132,583	124,170	6.8
Honolulu	HNL	237,188	230,812	2.8
Houston		<u>603,137</u>	<u>575,398</u>	<u>4.8</u>
Houston Int'l.	IAH	456,307	434,005	5.1
Houston Hobby	HOU	146,830	141,393	3.9
Indianapolis	IND	203,897	194,081	5.1
Kansas City	MCI	206,531	206,510	0.0
Las Vegas	LAS	390,712	379,748	2.9
Los Angeles		<u>1,089,423</u>	<u>1,085,882</u>	<u>0.3</u>
Los Angeles Int'l.	LAX	760,488	751,511	1.2
Burbank	BUR	88,310	98,769	(10.6)
John Wayne	SNA	99,266	89,516	10.9
Long Beach	LGB	19,058	22,053	(13.6)
Ontario	ONT	122,301	124,033	(1.4)
Memphis	MEM	319,263	304,165	5.0
Miami/Ft. Lauderdale		<u>631,047</u>	<u>625,690</u>	<u>0.9</u>
Miami	MIA	432,537	443,295	(2.4)
Fort Lauderdale	FLL	198,510	182,395	8.8
Minneapolis/St. Paul	MSP	392,336	402,003	(2.4)
Nashville	BNA	166,211	156,119	6.5
New Orleans	MSY	137,333	137,475	(0.1)

# COMMERCIAL OPERATIONS AT SELECTED U.S. HUBS/1 (Con't.)

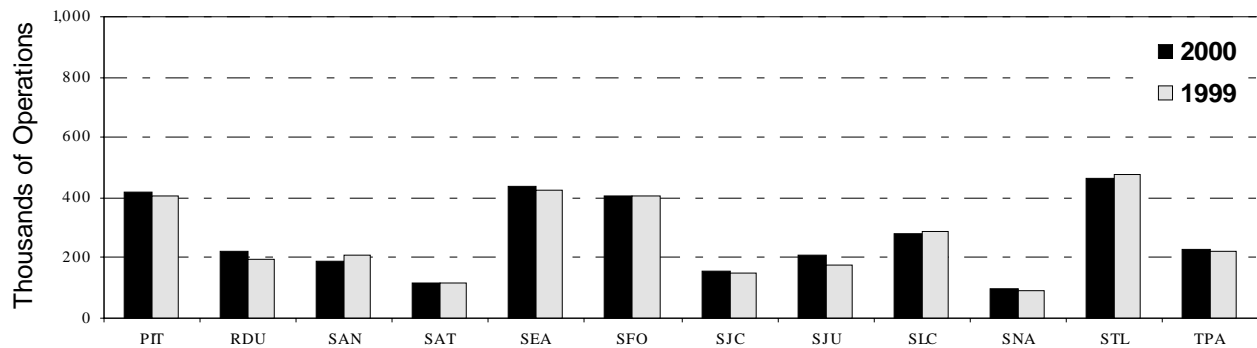
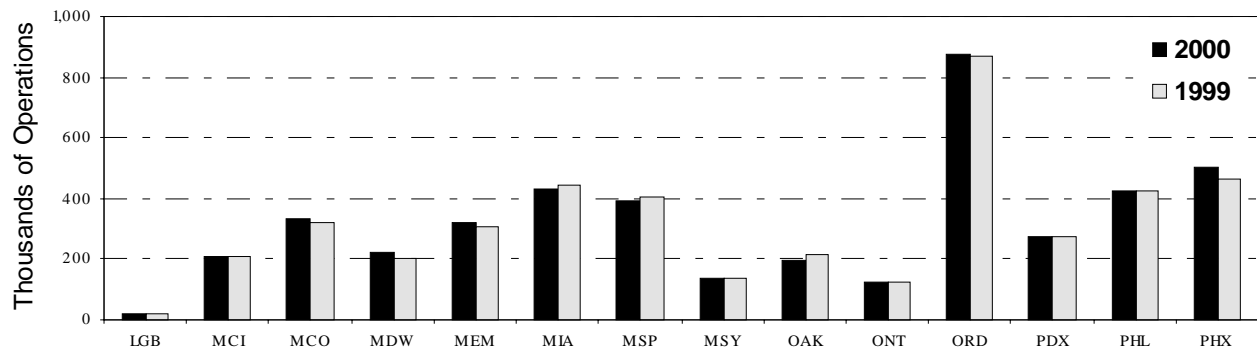
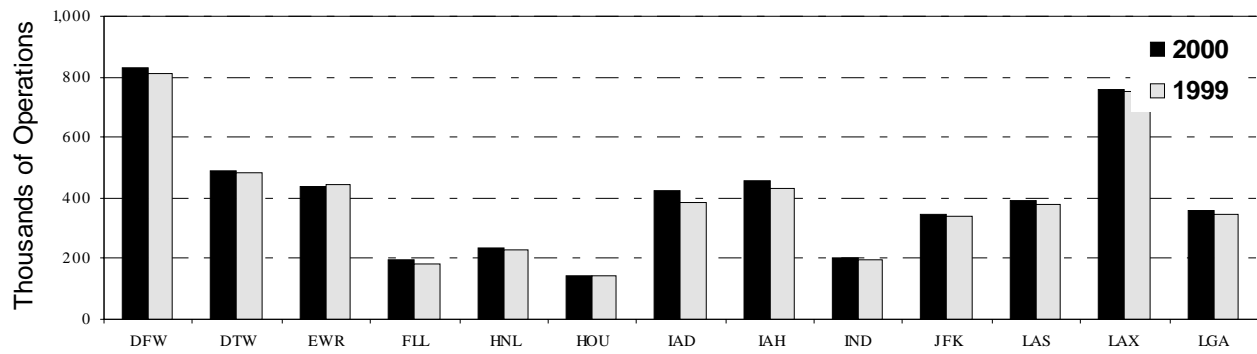
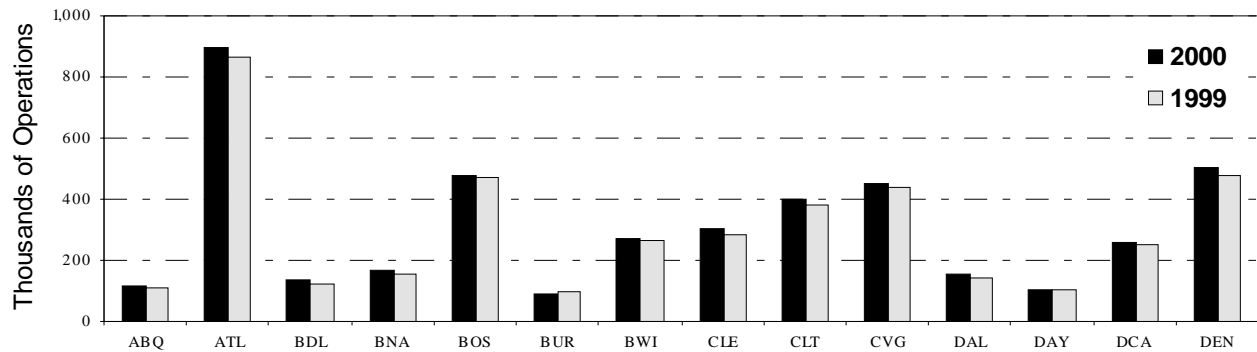
## FISCAL YEAR 2000

<u>U.S. Hub Airport</u>	<u>Hub Code</u>	<u>FY 2000 Commercial Operations</u>	<u>FY 1999 Commercial Operations</u>	<u>% Change from FY 1999</u>
New York		<u>1,146,136</u>	<u>1,131,660</u>	<u>1.3</u>
Kennedy	JFK	345,706	339,726	1.8
LaGuardia	LGA	360,147	347,541	3.6
Newark	EWR	440,283	444,393	(0.9)
Orlando	MCO	330,214	321,412	2.7
Philadelphia	PHL	425,588	425,942	(0.1)
Phoenix	PHX	501,669	466,740	7.5
Pittsburgh	PIT	418,083	407,510	2.6
Portland	PDX	273,943	271,912	0.8
Raleigh/Durham	RDU	223,253	195,065	14.5
St. Louis	STL	461,761	474,196	(2.6)
Salt Lake City	SLC	283,878	286,640	(1.0)
San Antonio	SAT	118,699	118,175	0.4
San Diego	SAN	191,372	205,972	(7.1)
San Francisco		<u>758,725</u>	<u>775,662</u>	<u>(2.2)</u>
San Francisco Int'l.	SFO	407,465	406,454	0.3
Oakland	OAK	194,640	217,412	(10.5)
San Jose	SJC	156,620	151,796	3.2
San Juan	SJU	208,892	175,564	19.0
Seattle	SEA	438,951	425,280	3.2
Tampa	TPA	230,047	221,277	4.0
Washington/Baltimore		<u>958,324</u>	<u>900,903</u>	<u>6.4</u>
Dulles	IAD	425,561	387,112	9.9
National	DCA	259,317	250,546	3.5
Baltimore	BWI	273,446	263,245	3.9
<b>Total All Airports</b>		<b>17,304,178</b>	<b>16,860,773</b>	<b>2.6</b>

1/ Commercial operations include the sum of air carrier operations and air taxi/commuter operations.

# COMMERCIAL OPERATIONS AT SELECTED U.S. HUBS\*

## Fiscal Year 2000 vs. Fiscal Year 1999



\*Commercial operations include the sum of air carrier and air taxi/commuter operations.



**SCHEDULED AND NONSCHEDULED**  
**TRAFFIC DEMAND, SEAT CAPACITY, AND LOAD FACTORS**

**FISCAL YEAR 2000**

**MAJORS**

<u>CARRIER</u>	<u>ASMs</u> (mil)	<u>RPMs</u> (mil)	<u>L.F.</u> (%)	<u>Change from FY 1999</u>		
				<u>ASMs</u> (%)	<u>RPMs</u> (%)	<u>L.F.</u> (pts)
Alaska	17,252.0	11,921.7	69.1	0.1	1.9	1.2
America West	26,776.7	18,921.5	70.7	4.8	10.0	3.4
American	162,723.5	116,834.7	71.8	2.9	5.8	1.9
American Eagle	4,996.0	3,073.7	61.5	17.0	15.6	(0.7)
American Trans Air	15,780.5	11,554.9	73.2	10.2	11.1	0.6
Continental	83,386.1	62,010.2	74.4	8.0	10.4	1.6
Delta	146,932.5	107,811.9	73.4	1.7	3.2	1.1
Northwest	102,783.1	78,481.9	76.4	4.1	7.6	2.5
Southwest	58,124.2	40,738.8	70.1	13.3	16.5	1.9
Trans World	37,588.5	27,158.3	72.3	6.7	5.1	(1.1)
United	175,594.4	126,483.7	72.0	(0.6)	0.7	0.9
USAirways	64,403.0	45,133.0	70.1	10.3	9.5	(0.5)
<b>Total</b>	<b>896,340.5</b>	<b>650,124.3</b>	<b>72.5</b>	<b>4.0</b>	<b>5.9</b>	<b>1.3</b>

THE TRAFFIC DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S  
MONTHLY FILINGS ON DOT FORM 41.

**SCHEDULED AND NONSCHEDULED**

**TRAFFIC DEMAND, SEAT CAPACITY, AND LOAD FACTORS**

**FISCAL YEAR 2000**

**NATIONALS**

<u>CARRIER</u>	<u>ASMs</u> <u>(mil)</u>	<u>RPMs</u> <u>(mil)</u>	<u>L.F.</u> <u>(%)</u>	<u>Change from FY 1999</u>		
				<u>ASMs</u> <u>(%)</u>	<u>RPMs</u> <u>(%)</u>	<u>L.F.</u> <u>(pts)</u>
Airtran	5,886.8	3,990.5	67.8	4.3	16.3	7.0
Air Transport International	111.9	79.6	71.1	(7.5)	14.1	13.5
Air Wisconsin	2,145.0	1,331.3	62.1	29.5	20.5	(4.7)
Aloha	1,411.6	943.3	66.8	22.5	25.0	1.4
Atlantic Southeast 1/	3,012.5	1,976.1	65.6	38.4	61.0	9.2
Comair	4,103.6	2,661.7	64.9	6.7	8.6	1.2
Continental Express	4,435.3	2,774.2	62.6	37.7	40.3	1.2
Continental Micronesia	3,925.2	3,079.7	78.5	(15.1)	(10.7)	3.9
Executive	745.0	421.7	56.6	19.4	12.4	(3.5)
Frontier	3,859.2	2,376.7	61.6	23.7	27.1	1.6
Hawaiian	7,085.9	5,563.1	78.5	18.4	21.7	2.1
Horizon	2,295.8	1,422.8	62.0	6.2	3.2	(1.8)
Jet Blue 2/	751.1	534.0	71.1	--	--	--
Legend 3/	226.4	116.1	51.3	--	--	--
Mesaba	2,916.0	1,664.5	57.1	19.9	21.5	0.8
Midway	1,872.4	1,284.7	68.6	23.6	29.1	2.9
Midwest Express	3,117.5	1,987.2	63.7	7.1	5.3	(1.1)
National Airlines 4/	3,475.9	2,158.8	62.1	173.2	208.6	7.7
Ryan International	2,568.0	1,836.6	71.5	8.7	(2.0)	(7.8)
Spirit	3,699.3	2,672.4	72.2	37.4	32.2	(2.9)
Sun Country	4,638.4	3,293.3	71.0	7.7	3.7	(2.8)
Trans States	1,051.3	494.3	47.0	(0.4)	(8.3)	(4.0)
USAir Shuttle 1/	517.8	255.4	49.3	1.1	7.3	2.8
Vanguard Air Express	1,567.5	933.3	59.5	30.2	13.7	(8.6)
World	2,589.9	1,723.6	66.6	20.6	22.5	1.0
<b>Total</b>	<b>68,009.3</b>	<b>45,574.9</b>	<b>67.0</b>	<b>21.6</b>	<b>22.3</b>	<b>0.4</b>

1/ FY 2000, carrier did not report 4<sup>th</sup> quarter of FY 2000.

2/ Carrier began reporting traffic 2<sup>nd</sup> quarter of FY 2000.

3/ Carrier began reporting traffic 3<sup>rd</sup> quarter of FY 2000.

4/ Carrier began reporting traffic 3<sup>rd</sup> quarter of FY 1999.

**THE TRAFFIC DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S  
MONTHLY FILINGS ON DOT FORM 41.**

**SCHEDULED AND NONSCHEDULED**

**TRAFFIC DEMAND, SEAT CAPACITY, AND LOAD FACTORS**

**FISCAL YEAR 2000**

**LARGE/MEDIUM REGIONALS**

<u>CARRIER</u>	<u>ASMs</u> (mil)	<u>RPMs</u> (mil)	<u>L.F.</u> (%)	<u>Change from FY 1999</u>		
				<u>ASMs</u> (%)	<u>RPMs</u> (%)	<u>L.F.</u> (pts)
Champion Air	2,020.8	1,465.3	72.5	47.1	58.5	5.2
Miami Air	951.0	421.3	44.3	3.2	3.4	0.1
North American	943.6	348.2	36.9	33.0	(11.6)	(18.6)
Omni Air Express 1/	2,011.4	1,558.1	77.5	154.6	126.1	(10.7)
Pro Air 2/	457.2	206.2	45.1	n/a	n/a	n/a
Reeve	104.9	49.0	46.8	(14.4)	(11.3)	1.7
Tatonduk Flying Service 2/	7.8	0.1	1.8	n/a	n/a	n/a
Tradewinds 2/	203.1	101.6	50.0	n/a	n/a	n/a
Transmeridian	1,088.2	785.8	72.2	4.9	6.1	0.9
UFS, Inc. 3/	49.4	25.1	50.9	(36.7)	(35.1)	1.3
<b>Total</b>	<b>7,837.4</b>	<b>4,960.7</b>	<b>63.3</b>	<b>52.1</b>	<b>49.7</b>	<b>(1.0)</b>

1/ Began reporting 2<sup>nd</sup> quarter FY 1999.

2/ Began reporting 1<sup>st</sup> quarter FY 2000.

3/ FY 2000, carrier did not report 3<sup>rd</sup> and 4<sup>th</sup> quarter traffic.

**THE TRAFFIC DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S  
MONTHLY FILINGS ON DOT FORM 41.**

**SCHEDULED**  
**TRAFFIC DEMAND, SEAT CAPACITY, AND LOAD FACTORS**  
**FISCAL YEAR 2000**

**SELECTED REGIONALS/COMMUTERS 1/**

<u><b>CARRIER</b></u>	<u><b>ASMs</b></u> <u><b>(mil)</b></u>	<u><b>RPMs</b></u> <u><b>(mil)</b></u>	<u><b>L.F.</b></u> <u><b>(%)</b></u>	<u><b>Change from FY 1999</b></u>		
				<u><b>ASMs</b></u> <u><b>(%)</b></u>	<u><b>RPMs</b></u> <u><b>(%)</b></u>	<u><b>L.F.</b></u> <u><b>(pts)</b></u>
Atlantic Coast Airways	2,041.6	1,165.6	57.1	18.9	17.1	(0.9)
Great Lakes 2/	396.5	196.8	49.6	(1.7)	(2.0)	(0.1)
Mesa 2/	2,275.6	1,214.7	53.4	13.7	19.3	2.5
Skywest 2/	1,683.4	950.4	56.5	7.2	8.0	0.4
<b>Total</b>	<b>6,397.1</b>	<b>3,527.5</b>	<b>55.1</b>	<b>12.4</b>	<b>14.0</b>	<b>0.8</b>

1/ Carriers reporting traffic data on Securities and Exchange Commission Form 10Q.

2/ Data and comparison based on three quarters of data from FY 1999 and FY 2000.

<p style="text-align: center;"><b>THE TRAFFIC DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S  QUARTERLY FILINGS ON SECURITIES AND EXCHANGE COMMISSION FORM 10Q.</b></p>
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# FINANCIAL RESULTS

## FISCAL YEAR 2000

### MAJORS

<u>CARRIER</u>	<u>OPERATING REVENUES</u> (\$Mil)	<u>OPERATING EXPENSES</u> (\$Mil)	<u>PROFIT/ (LOSS)</u> (\$Mil)	<u>Change from FY 1999</u>		
				<u>OPERATING REVENUES</u> (%)	<u>OPERATING EXPENSES</u> (%)	<u>PROFIT/ (LOSS)</u> (\$Mil)
Alaska	1,738.3	1,692.2	46.1	4.3	14.8	(147.0)
America West	2,299.6	2,203.3	96.3	9.3	15.5	(100.3)
American	17,779.8	16,363.8	1,416.0	12.3	10.5	393.4
American Eagle	1,196.0	1,113.5	82.5	17.5	15.9	25.2
American Trans Air	1,144.2	1,098.5	45.7	17.5	24.6	(46.4)
Continental	8,872.1	8,403.0	469.1	13.2	16.3	(143.1)
Delta	15,179.6	13,560.1	1,619.5	2.2	3.6	(136.3)
DHL 1/	1,111.7	1,117.3	(5.6)	6.7	15.5	(80.4)
Federal Express	15,473.9	14,478.4	995.5	8.7	9.0	46.2
Northwest	10,794.8	10,032.9	761.9	13.3	10.9	273.6
Southwest	5,386.6	4,462.2	924.4	17.6	17.7	137.7
Trans World	3,538.3	3,902.4	(364.1)	8.7	14.8	(220.3)
United	19,000.0	17,910.7	1,089.1	6.8	9.0	(267.4)
United Parcel Service	2,517.8	2,337.1	180.7	24.9	18.0	146.1
USAirways	8,937.8	8,952.7	(15.0)	5.8	11.6	(439.9)
<b>Total</b>	<b>114,970.3</b>	<b>107,628.2</b>	<b>7,342.1</b>	<b>9.3</b>	<b>10.7</b>	<b>(558.8)</b>

1/ FY 2000, carrier did not report 4th quarter data.

THE FINANCIAL DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S  
QUARTERLY FILINGS ON DOT FORM 41.

# FINANCIAL RESULTS

## FISCAL YEAR 2000

### NATIONALS

<u>CARRIER</u>	<u>Change from FY 1999</u>					
	<u>OPERATING</u> <u>REVENUES</u> (\$Mil)	<u>OPERATING</u> <u>EXPENSES</u> (\$Mil)	<u>PROFIT/</u> <u>(LOSS)</u> (\$Mil)	<u>OPERATING</u> <u>REVENUES</u> (%)	<u>OPERATING</u> <u>EXPENSES</u> (%)	<u>PROFIT/</u> <u>(LOSS)</u> (\$Mil)
Airtran	574.7	498.4	76.3	12.9	5.2	41.0
Air Transport	359.6	354.1	5.5	208.0	184.8	13.1
Air Wisconsin	349.4	338.8	10.6	42.7	43.2	2.3
Aloha	267.3	276.6	(9.3)	17.8	23.4	(12.2)
Atlantic Southeast 1/	437.2	331.0	106.2	30.8	23.7	39.6
Atlas	760.5	540.4	220.0	30.3	31.8	46.4
Challenge Air Cargo	146.8	180.0	(33.2)	1.5	13.6	(19.4)
Continental Express	812.6	756.2	56.4	23.6	38.7	(56.1)
Continental Micronesia	516.2	464.8	51.4	(2.1)	(6.4)	20.6
Emery	981.2	987.1	(5.9)	(30.4)	(29.5)	(15.3)
Evergreen	310.0	281.4	28.6	(11.8)	(2.7)	(33.6)
Executive	172.3	164.2	8.1	6.1	23.1	(21.0)
Express One International	123.1	116.5	6.6	8.2	10.0	(1.2)
Fine Airlines 1/	138.1	134.0	4.1	1.6	1.7	(5.6)
Frontier	410.4	340.0	70.5	44.5	39.3	30.4
Gemini Air Cargo	151.9	145.6	6.4	30.2	44.4	(9.5)
Hawaiian	582.0	631.4	(49.4)	24.1	38.9	(63.9)
Horizon	436.8	428.8	8.0	8.1	13.3	(17.8)
Jet Blue 2/	56.1	72.4	(16.3)	--	--	--
Kitty Hawk	310.2	305.2	5.0	14.1	27.7	(27.9)
Legend 3/	16.4	39.1	(22.7)	--	--	--
Mesaba 1/	311.7	278.3	33.4	11.6	13.4	(0.6)
Midway	262.9	274.7	(11.8)	21.8	41.9	(34.1)
Midwest Express	422.2	391.1	31.1	8.3	18.5	(28.9)
National 4/	227.5	251.9	(24.4)	277.9	138.0	11.6
Polar Air Cargo	365.1	377.6	(12.5)	19.2	27.5	(22.8)
Ryan International	219.8	217.2	2.6	15.7	20.3	(6.7)
Spirit	285.1	291.9	(6.9)	38.1	48.0	(15.9)
Sun Country	277.6	313.1	(35.5)	15.4	26.5	(28.5)
Trans States	207.6	202.8	4.8	(10.1)	(9.3)	(2.5)
USAir Shuttle 1/	146.9	143.6	3.3	7.0	12.0	(5.8)
USA Jet Airlines	222.4	188.1	34.4	53.7	58.2	8.6
Vanguard	132.7	154.3	(21.6)	11.2	31.8	(23.9)
World	256.0	260.0	(3.9)	(2.7)	(3.8)	3.1
<b>Total</b>	<b>11,250.3</b>	<b>10,730.6</b>	<b>519.6</b>	<b>15.2</b>	<b>19.8</b>	<b>(286.9)</b>

1/ FY 2000, carrier did not report 4<sup>th</sup> quarter data.

2/ Carrier began reporting 2<sup>nd</sup> quarter FY 2000.

3/ Carrier began reporting 3<sup>rd</sup> quarter FY 2000.

4/ Carrier began reporting 3<sup>rd</sup> quarter FY 1999.

THE FINANCIAL DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S  
QUARTERLY FINDINGS ON DOT FORM 41.

# FINANCIAL RESULTS

## FISCAL YEAR 2000

### LARGE/MEDIUM REGIONALS

<u>CARRIER</u>	<u>Change from FY 1999</u>					
	<u>OPERATING</u>	<u>OPERATING</u>	<u>PROFIT/</u>	<u>OPERATING</u>	<u>OPERATING</u>	<u>PROFIT/</u>
	<u>REVENUES</u>	<u>EXPENSES</u>	<u>(LOSS)</u>	<u>REVENUES</u>	<u>EXPENSES</u>	<u>LOSS</u>
	(\$Mil)	(\$Mil)	(\$Mil)	(%)	(%)	(\$Mil)
Amerijet 1/	55.6	54.0	1.6	5.0	14.7	(4.3)
Arrow Air	129.7	158.7	(29.0)	48.5	87.2	(31.5)
Champion Air	137.7	122.6	15.2	51.8	49.5	6.5
Florida West	38.9	39.3	(0.4)	(33.8)	(36.0)	2.3
Lynden Air Cargo 2/	49.3	42.8	6.5	24.7	29.2	(0.1)
Miami Air	99.2	100.0	(0.7)	16.2	22.5	(4.5)
North American	75.5	73.9	1.6	15.8	17.3	(0.6)
Northern Air Cargo	38.8	42.2	(3.4)	(4.1)	5.9	(3.6)
Omni Air 3/	36.5	33.3	3.2	71.0	71.6	1.3
Pro Air 4/	25.6	53.2	(27.6)	-	-	-
Reeve 5/	20.8	24.3	(3.5)	(6.6)	(0.1)	(1.4)
Tatonduk 2/	22.1	20.2	1.8	18.2	20.4	0.0
Tradewinds 6/	12.9	12.0	0.9	-	-	-
Transmeridian 6/	43.5	42.8	0.7	(3.1)	(17.6)	7.8
UFS, Inc. 6/	26.0	20.3	5.7	(19.5)	(34.4)	4.3
<b>Total</b>	<b>812.3</b>	<b>839.5</b>	<b>(27.2)</b>	<b>7.5</b>	<b>14.3</b>	<b>(48.5)</b>

1/ FY 2000, carrier did not report 3<sup>rd</sup> and 4<sup>th</sup> quarter data.

2/ Carrier began reporting 2<sup>nd</sup> quarter FY 1999.

3/ FY 2000, carrier did not report 1<sup>st</sup> and 2<sup>nd</sup> quarter data.

4/ FY 2000, carrier did not report 1<sup>st</sup> and 4<sup>th</sup> quarter data.

5/ Carrier began reporting 2<sup>nd</sup> quarter FY 2000.

6/ FY 2000, carrier did not report 4<sup>th</sup> quarter data

**THE FINANCIAL DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S  
QUARTERLY FILINGS ON DOT FORM 41.**

# FINANCIAL RESULTS

## FIRST HALF FISCAL YEAR 2000

### SELECTED REGIONALS/COMMUTERS 1/

<u>CARRIER</u>	<u>OPERATING REVENUES</u> (\$Mil)	<u>OPERATING EXPENSES</u> (\$Mil)	<u>PROFIT/ (LOSS)</u> (\$Mil)	<u>Change from FY 1999</u>		
				<u>OPERATING REVENUES</u> (%)	<u>OPERATING EXPENSES</u> (%)	<u>PROFIT/ (LOSS)</u> (\$Mil)
Atlantic Coast Airways	415.1	377.2	38.0	24.1	33.1	(13.1)
Great Lakes 2/	102.8	94.0	8.7	2.6	2.5	0.3
Mesa 2/	346.6	317.4	29.2	15.5	15.5	3.8
Skywest 2/	386.4	314.4	72.0	14.8	13.8	11.6
<b>Total</b>	<b>1,250.9</b>	<b>1,103.0</b>	<b>147.9</b>	<b>16.8</b>	<b>19.1</b>	<b>2.5</b>

1/ Carriers reporting traffic data on Securities and Exchange Commission Form 10Q.

2/ Data and comparison based on three quarters of data from FY 1999 and FY 2000.

**THE FINANCIAL DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S  
QUARTERLY FILINGS ON SECURITIES AND EXCHANGE COMMISSION FORM 10Q.**



## SYSTEM PASSENGER YIELDS

(AVERAGE REVENUE PER SCHEDULED REVENUE PASSENGER MILE)

### FISCAL YEAR 2000

	<u>Actual Yield</u> (Cents)	<u>Change from FY 1999</u> (%)	<u>Break Even Yield</u> (Cents)	<u>Increase Required To Break Even</u> (%)
<b><u>Majors</u></b>				
Alaska	12.95	4.2	12.57	--
America West	11.40	(0.4)	10.89	--
American	13.79	6.2	12.57	--
American Trans Air	9.88	(0.8)	9.30	--
American Eagle	37.45	2.1	34.76	--
Continental	12.64	4.4	11.89	--
Delta	12.92	2.3	11.42	--
Northwest	12.00	5.5	11.03	--
Southwest	12.62	1.4	10.34	--
Trans World	9.42	(18.4)	10.49	11.4
United	12.91	5.6	12.05	--
USAirways	16.23	(2.6)	16.27	0.2
<b>Total Reporting</b>	<b>13.00</b>	<b>2.6</b>	<b>11.88</b>	<b>--</b>
<b><u>Nationals</u></b>				
Airtran	14.36	2.9	12.39	--
Air Wisconsin	26.07	18.3	25.27	--
Aloha	26.58	(3.1)	27.67	4.1
Atlantic Southeast	31.02	(20.1)	23.41	--
Continental Express	28.94	(12.5)	26.91	--
Continental Micronesia	13.80	17.3	12.12	--
Executive	33.25	(3.1)	31.34	--
Frontier	16.58	14.0	13.61	--
Hawaiian	11.05	11.8	12.23	10.7
Horizon	29.38	2.7	28.81	--
Jet Blue	10.23	n/a	13.27	29.7
Legend	13.61	n/a	33.15	143.6
Mesaba	25.58	(7.4)	22.80	--
Midway	19.88	(6.0)	20.80	4.6
Midwest Express	19.09	3.1	17.51	--
National	10.03	10.2	11.16	11.3
Spirit	9.75	0.5	10.01	2.7
Sun Country	8.28	3.0	9.63	16.3
Trans States	43.45	3.6	42.42	--

## SYSTEM PASSENGER YIELDS (Con't.)

(AVERAGE REVENUE PER SCHEDULED REVENUE PASSENGER MILE)

### FISCAL YEAR 2000

	<u>Actual Yield</u> (Cents)	<u>Change from FY 1999</u> (%)	<u>Break Even Yield</u> (Cents)	<u>Increase Required To Break Even</u> (%)
<b><u>Nationals (continued)</u></b>				
USAir Shuttle	56.18	(0.3)	54.90	1.4
Vanguard Air Express	13.47	(2.2)	15.78	17.1
<b>Total Reporting</b>	<b>17.78</b>	<b>(4.8)</b>	<b>17.05</b>	<b>--</b>
<b><u>Large/Medium Regionals</u></b>				
Pro Air	24.88	n/a	51.63	107.5
Reeve	47.30	21.1	64.08	35.47
UFS, Inc.	78.55	28.4	54.89	--
<b>Total Reporting</b>	<b>37.07</b>	<b>(33.6)</b>	<b>53.92</b>	<b>45.5</b>
<b><u>Sel. Reg./Comm.</u></b>				
Atlantic Coast	34.93	5.6	31.67	--
Great Lakes	42.88	6.1	38.46	--
Mesa	27.80	(4.2)	25.39	--
Skywest	40.09	6.7	32.50	--
<b>Total Reporting</b>	<b>34.31</b>	<b>2.4</b>	<b>30.11</b>	<b>--</b>
<b>Total Reporting Carriers</b>	<b>13.37</b>	<b>1.8</b>	<b>12.25</b>	<b>--</b>

YIELD DATA FOR MAJORS, NATIONALS, AND LARGE/MEDIUM REGIONALS ARE BASED ON EACH CARRIER'S FILINGS ON DOT FORM 41. YIELD DATA FOR SELECTED REGIONALS/COMMUTERS IS BASED ON EACH CARRIER'S FILINGS ON SECURITIES AND EXCHANGE COMMISSION FORM 10Q.

# AIR CARRIER JET FUEL PRICES

## FISCAL YEAR 2000

	<u>Cents/ Gallon</u>	<u>DOMESTIC</u> <u>Percent Change from</u>		<u>Cents/ Gallon</u>	<u>INTERNATIONAL</u> <u>Percent Change from</u>	
		<u>Previous Month</u>	<u>Same Month Previous Year</u>		<u>Previous Month</u>	<u>Same Month Previous Year</u>
<b>FY 1999</b>						
October	49.97	2.8	(18.3)	53.85	6.2	(18.5)
November	50.10	0.3	(20.0)	53.99	0.3	(21.0)
December	44.49	(11.2)	(25.5)	48.15	(10.8)	(28.6)
January	44.34	(0.3)	(22.0)	47.57	(1.2)	(24.3)
February	43.89	(1.0)	(20.0)	48.74	2.5	(17.3)
March	43.83	(0.1)	(14.3)	46.61	(4.4)	(16.5)
April	47.27	7.8	(7.7)	51.11	9.7	(6.2)
May	47.11	(0.3)	(6.7)	52.37	2.5	(4.9)
June	49.47	5.0	1.8	51.91	(0.9)	(3.7)
July	50.82	2.7	4.0	54.68	5.3	5.0
August	54.23	6.7	12.2	60.58	10.8	18.7
September	55.76	2.8	14.7	63.00	4.0	24.2
<b>AVG. FY 1999</b>	<b>48.53</b>		<b>(9.3)</b>	<b>52.88</b>		<b>(8.6)</b>
<b>FY 2000</b>						
October	59.12	6.0	18.3	66.15	5.0	22.8
November	60.37	2.1	20.5	67.74	2.4	25.5
December	62.84	4.1	41.3	71.29	5.2	48.1
January	69.83	11.1	57.5	78.64	10.3	65.3
February	73.38	5.1	67.2	81.83	4.1	67.9
March	75.09	2.3	71.3	83.08	1.5	78.2
April	74.21	(1.2)	57.0	82.98	0.1	62.3
May	71.67	(3.4)	52.1	78.26	(5.7)	49.4
June	69.46	(3.1)	40.4	77.51	(1.0)	49.3
July	76.58	10.5	50.7	81.18	4.9	48.4
August	78.33	2.3	44.4	85.44	5.3	41.0
September	82.00	4.7	47.1	93.99	10.0	49.2
<b>AVG. FY 2000</b>	<b>71.51</b>		<b>47.4</b>	<b>79.27</b>		<b>49.9</b>

Domestic jet fuel averaged 71.5 cents and international jet fuel 79.3 cents per gallon during FY 2000. This represents an increase of 47.4 and 49.9 percent respectively from average domestic and international fuel prices paid during FY 1999. Air carrier jet fuel consumption increased 3.7 percent in the domestic market and 4.7 percent in the international market during FY 2000.

THE FUEL DATA ON THIS PAGE ARE BASED ON DOT FORM 41 FILINGS.